cience Fund-School-Books.

Governor O'Ferrall and staff will attend the ball to be given in Washington on the night of the 28th of this month by the Ladies' Confederate Auxiliary Association of that city. The ball will be in the armory of the National Riffes, on G street, and promises to be a brilliant affair. Mrs. Heth, wife of General Harry Heth, is president of the association, and when Governor O'Ferrall was in Washington the other day she urged him to attend the ball with his staff. The Governor hopes to carry a large party with him. The affair will be for the benefit of the Confederate veterans of Washington.

ENGINES QUICKLY BUILT.

The works are now employing over 1,600 hands. Early in January the company offered to build three ten-wheel passenger locomotives for the Richmond and Danville railroad in seventy-five days, but the railroad people wanted them in sixty days. The company took the contract on these terms, and delivered the last of the three ten-wheel passenger locomotives for the Richmond and Danville railroad in seventy-five days, but the company took the contract on these terms, and delivered the last of the three ten-wheel passenger locomotives for the Richmond and Danville railroad in seventy-five days, but the company took the contract on these terms, and delivered the last of the three ten-wheel passenger locomotives for the Richmond and Danville railroad in seventy-five days, but the company took the contract on these terms, and delivered the last of the three ten-wheel passenger locomotives for the Richmond and Danville railroad in seventy-five days, but the company took the contract on these terms, and delivered the last of the three ten-wheel passenger locomotives for the Richmond and Danville railroad in seventy-five days, but the company took the contract on these terms, and delivered the last of the three ten-wheel passenger locomotives for the Richmond and Danville railroad in seventy-five days, but the company took the contract on these terms, and delivered the last of the three ten-wheel passenger locomot Confederate veterans of Washington. Colonel Cowardin, the Governor's chief of staff, yesterday notified the other members of the staff of the Governor's determination. The Governor has appointed Mr. John S. Harwood, of this city, and Mr. Louis C. Barley, of Alexandria, members of the staff in place of Mr. E. A. Mr. Louis C. Barley, of Alexandria, mem-bers of his staff, in place of Mr. E. A. Biggers, of Lynchburg, and Mr. W. H. Newman, of Woodstock, who could not

CAPTAIN SEAY COMMISSIONED. The Governor yesterday ordered a commission to issue to W. M. Seay as captain of Battery D, of Lynchburg. This officer was a lieutenant in the Fitz Lee Troop, of Lynchburg, and was cashiered for insubordination. He was subsequently elected captain of Battery B, and the question of issuing a commission to him hung fire for some time. Great pressure to have the commission issued.

road Company is a law because the Governor failed to return it to the Legislature in five days. The Governor said yesterday that the bill died with the Legislature in that bolk having by adjurnment. ture, that body having by adjournment prevented its return in five days, otherhe would have vetoed it.

CONSCIENCE SMOTE HIM. Monday afternoon, just before 3 o'clock, a strange man walked into the State Treasurer's office, and, placing an envelope on the counter addressed in pencil to "A. W. Harman, State Treasurer," retired. When the envelope was opened it was found to contain \$25 in money and a slip of paper. On the paper was written "This belongs to the State, on revenue account." The financial officers of the State have no clue to the conscience-stricken individual. The money was placed to the credit of the conscience fund.

Several years ago Auditor Marye received through the mail a small amount for this fund. Monday afternoon, just before 2 o'clock,

for this fund. PUBLIC-SCHOOL BOOKS. The Hoard of Education met yesterday to consider the question of adopting school books for the ensuing four years. It was decided to continue the old list, with the exception that hereafter Webster's Dictionary will be used exclusively. Miss Smith's book on "Virginia Governors" was added to the list as a supplementary reader.

A RECORD-BREAKING TEST.

ichmond Two-Cylinder Compou Freight Locomotive.

Railroad Gazette of March 9th,

"In the Gazette for February 23d last appeared a news item to the effect that through the courtesy of Mr. William Garstang, of the Cleveland, Cincinnati, Chieago, and St. Louis, and Mr. W. F. Rencago, and St. Louis, and Mr. W. F. Rentshaw, of the Illinois Central, the Richmond Locomotive and Machine Works was exhibiting its new ten-wheel compound freight locomotive to the western railroad-men at Chicago. The locomotive is a two-cylinder compound, the compounding features being similar to the iocomotive built in 1893 by the same company for the Chesapeake and Ohio. This latter locomotive was illustrated in the local will be displayed the regimental number, at the will appear the company letter. The helmet will be dispensed with, and for it lustration given with this is from a photo-graph of the freight locomotive under construction, and shows the general ap-pearance of the machine.

THE INTERCEPTING VALVE. THE INTERCEPTING VALVE.

"We are not permitted to illustrate the intercepting or 'emergency' valve at present, but from Mr. Barnes's revision of Professor Woods's book on compound locomotives we quote: 'In the cylinder saddle there is a small piston with a dash pot connected to the piston-rod, which controls an intercepting valve placed horizontally. The intercepting valve shuts off the steam that is admitted to the high-pressure cylinder at starting from high-pressure cylinder at starting from entering the receiver. Surrounding the small piston is an annular sleeve or piston which serves as a reducing valve. The emergency valve consist of a plain, bevel seated valve, attached to a piston, which is connected on one side to a live steam pipe leading to a valve in the cab. This piston is returned to its seat by a spring on the piston rod. The device operates

as follows:

"Steam from the main steam pipe acts upon the annular piston around the intercepting valve stem, and forces the intercepting valve to its seat, thus closing communication between high-pressure sing communication between high-pressure cylinder and the receiver. At the same time the sleeve or annular piston opens a small port, which admits steam to the low-pressure cylinder directly from the main steam-pipe, through a 3-inch pipe. This sleeve then acts as a reducing valve, * • • When the intercepting valve is closed, the exhaust from the high-pressure cylinder accumulates in the receiver and pushes the intercepting valve back to an open position, and the engine works compound.

HIGH PRESSURE.

"'When it is desired to work with a separate exhaust for the high-pressure cylinder, the engineer opens a valve in the cab and admits steam back of the the cab and admits steam back of the piston, which is connected with the emergency valve. The pressure on the piston forces the emergency valve open. This opens communication from the receiver to the atmosphere, and gives a separate exhaust for the high-pressure cylinder. The system can be used automatic or non-automatic. In this respect it is one of the few compunds having a sedarate exhaust for the high-pressure cylinder. The advantage of this is that it renders it possible in case of accident to one side to run with the other side the same as with an ordinary simple engine. "Excepting the compounding features, the locomotive was built from drawings furnished by the railroad company.

COMPARATIVE TABLE.

COMPARATIVE TABLE. "From the performance sheet of one of the roads on which the locomotive has run we have obtained the following com-parison with sixteen simple engines of the same (ten-wheel) type, with cylinders nineteen by twenty-four inch. The boller pressure in each was the same, 189 pounds per square inch.

"It will be noted from the above that the compound not only did better than the average of sixteen simple engines, but also did better in each instance than the best simple. There is only one apparent advantage shown the compound; its loading in number of cars was greater than the average of the sixteen simple engines, but was less than the average loading of beveral of the simple engines.

"This engine was turned over by the builders on March 3d to the Chicago, Burlington and Quincy for testing. The tests will be very complete and will be made in freight service between Galesburg and Ottumwa. After this test the Chicago, Burlington and Quincy will test its own two-cylinder compound in the same service over the same division."

The ferring to this article the builders especially value the criticism on their system as automatic or non-automatic, that in the test the locomotive was nut of special design, and that its performance was against sixteen other engines, all carrying the same boiler pressure Gie pounds), and that

TO ATTEND THE BALL.

GOV. O'FERRALL AND STAFF GOING
TO THE CONFEDERATE DANCE.

Captain Seay Commissioned—Treasurer
Harman Receives \$275 for the Con-

ENGINES QUICKLY BUILT.

ENTERTAINED THE OFFICERS.

company.

Mr. Trigg, president of the works, has received a telegram making the most set-isfactory report of the test of the company's compound locomotive in competition with the compound built by the Chicago, Burlington and Quiney road.

JOIN THEIR NEICHBORS.

Nellie Murrell and Elizabeth Purnell Sent

to a Jury-A Carolina Criminal. There was a large docket and a big crowd at the Police Court yesterday morning. The principal cases of the day were those of Nellie Murrell and Elizabeth A. was brought to bear upon the Governor Purnell, charged with keeping and main taining disorderly and ill-governed houses There is nothing in the contention that on Ross street. These women, with a the bill to incorporate the Henrico Rall- number of others, were reported for this

were also certified to the Hustings Court. The case of James Saunders alias Henry Smith, the octoroon, charged with being a fugitive from justice from the State of South Carolina, was continued until the 23d instant, in order to give the authorities time to come for the accused. Saunders is alleged to have feloniously assaulted some one in Charleston.

Willie J. Voss, a little white boy, who was turned over to the Court by bis father, because of his insubordination, was sent to the reformatory.

father, because of his insubordination, was sent to the reformatory.

Joe Gentry was fined \$2.50 for shooting in the house of Sarah L. Butter.

The case of Walter Granser, charged with assaulting and beating William Haynes, was postponed until this morning. The same continuance was made in the case against James N. Hamilton, who has been arrested for feloniously breaking into the paint-shop of R. L. Peters on the night of January 12th, and stealing two kegs of white lead and a number of paint-brushes.

THE PROPOSED GRAY UNIFORM. The Military Lads Delighted at the Idea

of Having Them. principal topic of conversation around the Regimental Armory is the new uniform, which that body, in accordance with the privilege granted them

by the Military Board, have decided to by the Military Board, have decided to adopt.

The change will necessitate the expenditure of \$15,600. All the companies have held meetings and favored the adoption of a distinctive uniform, and all that now remains to be done is to secure the funds. A considerable amount will be raised among the membership of the various companies, a number of men having signified their willingness to purchase their nified their willingness to purchase their

helmet will be dispensed with, and for it will be substituted a cap somewhat on the order of a cadet cap, which will be adorned with a cream-colored pompen. The men are very enthusiastic over the proposed change, and one and all are eager to don the gray once more. The new uniform will be somewhat like that which was discarded by the regiment in 1881.

Commonwealth's Attorney and a Mule.

The Richmond Railway and Electric Company was reported by Officer Foster for cruelty to animais, and the case was thoroughly ventilated and discussed before the Police Justice yesterday. It seems that a mule attached to one of the Broad-street cars fell down at the corner of Ninth and Main streets. Messrs. W. A. Townes and A. B. Guigon were on hand to represent the Society for the Prevertion of Cruelty to Animals; Mr. W. R. Meredith was present as the representative of the railway company, but Commonwealth's-Attorney Spotswood was busily engaged elsewhere. A rule was issued for him. It was explained that it was purely accidental that the mule fell down. A great deal of argument was indulged in, but after a brief recess the Court was asked by Mr. Guigon to dismiss the case, which was done. Colonel Spotswood came to the rescue of the Justice as soon as be could but act until

Medical College Alumni.

The sixth annual meeting of the Society of Alumni of the Medical College of Virginia, of which Dr. C. V. Robinšon is president, and Dr. William F. Mercer, secretary, will be held in the college building Tuesday, April 3d.

The scelety will convene at 11 A. M. The society will convene at 11 A. M. for scientific discussion—subject: "Albuminuria," Dr. J. S. Wellford, emeritus

professor diseases of women and children, of Richmond, Va.

of Richmond, Va.

Dr. S. W. Dickinson, of Marion, Va.,
annual orator, will deliver the address
to the society and the public at the afternoon session at 5:30 o'clock.

The society is now in a very flourishing condition, and expects to make this
meeting one of unusual interest, and it
is earnestly requested that every alumnus
who possibly can will be present. who possibly can will be present.

The commencement exercises will be held that night at 8:30 o'clock, and the alumni banquet at 10 P. M.

Rights of Rose Croix.

Rights of Rose Croix.

Pelican Chapter of Rose Croix, No. 2, Ancient and Accepted Scottish Rite of Freemasonry, will meet at St. Alban's Hall to-might for important business. The Rose Croix degree (eighteenth) will be conferred on such eligible brethren as may present themselves.

On Maundy-Thursday (Holy Thursday), March 22d, the "mystic banquet" will be celebrated, as usual. On this occasion the great lights of the chapter will be extinguished, and on Easter Sunday at 8 o'clock A. M. the Knights Rose Croix will assemble again to perform the beautiful and imposing ceremony of relighting. The annual election of the Rose Croix takes place on the Thursday after Easter. The Wise Master, Mr. William Ryan, will, after a presidency of many years, vacate the East, and the choice of his successor will be full of interest.



Gen. Lew. Wallace, Will Carleton, John Clark Ridpath, Contributors.

The DISPATCH now offers to its subscribers the most beautiful art work ever published at a merely nominal cost. This is an entirely new work, every plate being made especially for it. It is called

"FAMOUS PAINTINGS OF THE WORLD.

It is a collection of PHOTOGRAPHIC REPRODUCTIONS OF GREAT MODERN MASTER-PIECES. It contains specimens of the great paintings of all art-producing nations, and includes ONE HUNDRED OF THE MOST NOTABLE PAINTINGS at the

WORLD'S COLUMBIAN EXPOSITION.

It exemplifies the most ATTRACTIVE, INTERESTING, PURE, and INSPIRING qualities of contemporaneous art. It contains a superb introduction by the greatest living novelist and the best-known America writer,

GENERAL LEW. WALLACE.

AMONG THE OTHER CONTRIBUTORS ARE

WILL CARLETON, author of "Farm Ballads and Farm Legends," etc.

DR. JOHN CLARK RIDPATH, the Historian.

HORACE BRADLEY, Art Manager of Harper's Magazine.

CHEVALIER ANGELO DEL NERO, Royal Special Commissioner for Italy to

Such an array of distinguished writers has never contributed to any similar publication.

"Famous Paintings of the World"

should be in every American home. It contains three hundred and twenty (320) of the

Gems of Modern Art,

reproduced by the perfected half-tone process, having the appearance of the most perfect photographs. So large a collection of photographs of paintings could not be purchased for less than \$1,000, and yet these photographic reproductions are offered to the public at the insignificant price of

TEN CENTS FOR EACH PORTFOLIO.

Every picture is described by the brightest and best of America's writers on art subjects. These

descriptions are not technical or prolix, but bright and interesting.

THE COMMITTEE OF SELECTION has approved every picture that appears in these port-This is sufficient guarantee that nothing inartistic will be admitted. THE COMMITTEE OF SELECTION consists of WILL CARLETON, HORACE BRADLEY, and CHEVALIER ANGELO DEL NERO.

A most careful selection of subjects has been made. Old mythological and religious pictures will have no place in these portfolios. We have selected

Attractive, Interesting, and Pleasing Subjects,

pictures that tell a story or arouse an emotion-pictures that amuse and recreate-that instruct and inspire.

The materials for this publication have been gathered out of the most FAMOUS GALLERIES and finest PRIVATE COLLECTIONS in the Old World and the New.

Eminent artists are represented, such as Alma Tadema, Rosa Bonheur, Bouguereaux, Corot, Dore, Detaille, Dupre, Eastlake, Gerome, Hoffmann, Hunt, Knaus, Ridgway Knight, Landseer, Makowski, Makart, Meyer V. Bremen, Millet, Millais, de Murillo, Scheffer, Benjamin Constant, Jules Breton, Bierstadt, Beard, J. G. Brown, F. S. Church, Gifford, Whistler, Hart, Toby Rosen-

But the minor artists and young aspirants for artistic honors-whose names are yet household words-have not been overlooked. The Committee of Selection have often chosen a meritorious and pleasing picture by a comparatively unknown artist in preference to an unattractive subject by a painter of prominence.

This magnificent art work is in itself a

Do not fail to secure the first portfolio. This first portfolio contains sixteen reproductions of great paintings, and also the magnificent introduction by GENERAL LEW. WALLACE. All the future portfolios will contain sixteen reproductions of MASTERPIECES OF MODERN

HOW TO SECURE

The first portfolio will be ready WEDNESDAY, March 14th. Any reader of the DISPATCH can obtain it by bringing or sending to the DISPATCH ART DEPARTMENT three coupons cut! rom three different issues of the DISPATCH and ten cents. Every reader should remember that portfolio Number One contains the superb introduction by GENERAL LEW. WALLACE, with a fac-simile of his latest portrait.

The photographs for the entire series of 320 photographic reproductions of great paintings have

Dr. Furness's Impressions.

Dr. Ryland, secretary of Richmond College, has received a letter from Dr. Horace Howard Furness in which he says:

"Richmond College and its attentive and sympathetic audiences will always remain fair and green in my memory."

Of his latest portrait.

The photographs for the entire series of 320 photographic reproductions of great paintings have this train. except regular Pullman.

The photographs for the entire series of 320 photographic reproductions of great paintings have this train. except regular Pullman.

THE ONLY ALL-RAIL LINE TO NOR
Sympathetic audiences will always remain fair and green in my memory."

Leave.

Richmond 9:00 A.M. Norfolk ... 11:25 A.M.

Richmond 9:00 A.M. Richmond 10:35 A.M.

Norfolk ... 2:30 A.M.

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Dispatch Company.

and Norfolk at 4 P. M. are solid trains between these two points, and passengers leaving Richmond on DAYS, WEDNESSDAYS, THURSDAYS, THURSDAYS, WEDNESSDAYS, THURSDAYS, THURSDAYS, THURSDAYS, WEDNESSDAYS, THURSDAYS, THURSDAYS, THURSDAYS, WEDNESSDAYS, THURSDAYS, TH



SAMUEL SPENCER, F. W. HUIDE-KOPER, AND RUEBEN FOSTER, RE-CEIVERS. RICHMOND & DANVILLE and NORTH CARO-

LINA DIVISIONS. CONDENSED SCHEDULE. IN EFFECT DECEMBER 31, 1893.

TRAINS LEAVE RICHMOND, VA., TRAINS LEAVE RICHMOND, VA., 12:50 A. M. SOUTHERN EXPRESS, daily for Danville, Greensboro winston-saiem. Connects at Danville with the Washington and Southwestern Vestibuled Limited, carrying sleepers to Asheville and Hot Springs, Columbia, Augusta, Savannah, Jacksonville, and Tampa, Atlanta, Birmingham, Memphis, Ar. Clester Ar. Linton B. Shreeveport, New Orleans, and Memphis and New Orleans, and Ar. Athens for all points in Texas and California.

Sleepers Richmond, Va., to No. 23 makes all io Shreeveport New Memories and New Orleans for all points in Texas and California.

Sleepers Richmond, Va., to Danville and Greensboro'.

12:40 P. M. FAST MAIL, daily, for Atlanta Special Connects at Moseley with Farmville and Powhatan radiroad; at Keysville for Clarksville, Oxford, Henderson, and Durham, and at Greensboro' for Durham, Raleigh, and Winston-Salem, Carries Sleepers Buchille to Columbia, Augusta, Savannah, Jacksonville, and Atlanta - Parlor-Car Atgusta, Savannah, Jacksonville, and Atlanta to Birmingham.

6:00 P. M. LOCAL, daily, except Sunday, for Amelia Courthouse and intermediate points.

5:40 A. M. Daily, except Sunday, carrying passenger coach to Amelia Courthouse, Stops at all stations.

TRAINS ARRIVE AT RICHMOND:

7:00 A. M. From Atlanta and Augusta.

8:45 A. M. From Atlanta and Augusta.

8:45 P. M. Arriving at Manchester.

M. From Atlanta and Augusta. M. From Amelia Courthouse. M. Arriving at Manchester.

YORK-RIVER LINE, VIA WEST POINT, THE FAVORITE ROUTE NORTH,

LEAVE RICHMOND.

TRAIN No. 10, 3:20 P. M. LOCAL EXPITESS, daily. Stops at air stations. At Lester Manor con-nects with stage for Walkerton; with Baltimore steamer at West Point. At Baltimore steamers connect with Balti-more ond Onio and Pennsylvania roads for Washington, Philadelphia, and New for Washington, Philadelphila, and New York.

Steamers leave Baltimore at 5 P. M. daily except Sunday.

Traint, from West Point arrive at Richmond at 19:30 A. M. and 8:35 P. M., daily, except Sunday.

Examinated the states of the states of

RICHMOND, FREDERICKSBURG
RICHMOND, FREDERICKSBURG
RAND POTOMAC RAILROAD—Scheduls
confinencing JANCARI 25, 1831. Eastern standard time:
7:30 A. M., leaves Byrd-Street Station
daily (except Sunday). Stops
at Elba and local stations.
Arrives at Washington at 12:01
P. M.; Baltimore, 1:17 P. M.;
Philadelphia, 3:47 P. M.; New
York, 6:23 P. M. Buffet Parlor-Car to Washington.
8:50 A. M., New York and Florida Special, all Pullman Vestibuledcars, leaves Byrd-Street Station daily, except Monday. No
extra charge other than usual
Pullman fare.
12:00 noon, leaves Byrd-Street Station
daily. Stops at Elba, Ashland,
Doswell, Milford, Fredericksburg, Brooke, and Widewater.
Arrives at Washington at 2:10
P. M.; Bultimore, 5:24 P. M.;
Philadelphia, 7:49 P. M.; New
York, 10:23 P. M. Also connects at Washington with
the Congressional limited (all
Pullman parlor-cars and
Pennsylvania railroad diningcar), leaving at 4 P. M. daily,
arriving at Bultmore, 4:54 P.
M. and New York, 9:38 P. M.

7.25 P. M., leaves Byrd-Street Station and to Wey Street Station daily. Sleeping-cars Rich mond to New York and Washington to Philludelphia. Store

daily. Sleeping-cars Richmond to New York and Washington to New York and Washington to New York and Washington to Philudelphia. Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooks, and Widewater. Stops at other stations on Sundays, Arrives at Washington at 11:0 P. M., Baltimore, 12:31 A. M.; Philadelphia, 3:45 A. M.; New York, 6:33 A. M.; New York, 6:33 A. M.; New York, 6:33 A. M.; New York. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba. Stops at other stations on Sundays. Leaves Washington at 4:00 A. M.; arrives at Eyrd-Street Station daily, except Sunday. Stops at Widewater, Brooke, Fredericksburg, Milford, Doswell, Ashland, and Elba. Leaves Washington 10:57 A. M. Buffet Parlor-Car from Washington.

fet Parlor-Car from Washington
ton.

7:15 P. M., arrives at Byrd-Street Station
daily, Stops at 'Fredericksburg, Milford, and Doswell.
Pullman-cars from New York
and Washington at 3:16 P. M.
Does not stop at Eiba.
Does not stop at Eiba.
Leaves Washington at
4:52 P. M. Stops at Elba and
local stations. Pullman-Car
from Washington.

9:29 P. M., New York and Florida Special, all Pullman Vestibuled
Cars, arrives at Byrd-Street
Station daily, except Sunday. Leaves with Point.
TALINS ARRIVE Form Cincinnation

9:29 P. M., New York and Florida Special, all Pullman Vestibuled
Cars, arrives at Byrd-Street
Station daily, except Sunday.
No extra charge, other than
usual Pullman fare.

FREDERICKSBURG ACCOMMODA-

follows: TRAINS SOUTHWARD.

TRAINS NORTHWARD.

7:39 A.M. 8:30 A.M. Fast mall. 7:30 A.M. 8:20 A.M. Accommodation 919:55 A.M. 10:50 A.M. Norfolk train. 911:97 A.M. 11:45 A.M. Atlanta special. 9:45 P.M. 7:39 P.M. N. & W. con't'n 5:53 P.M. 6:50 P.M. Through train. 96:29 P.M. 7:99 P.M. Norfolk Special STOPPING PLACES.

CEABOARD AIR-LINE

SCHEDULE IN EFFECT SUNDAY, JANUARY

H. M. BOYKIN, City Passer

H. M. BOYKIN, CAS R.R. W HORIOK WOSTERN R. R. STATION.

9:00 A. M. Daily-Richmond and Yesting Like Limits and Rive North Richmond and Waverly, and Single Ond-class tickets not ond-class tickets not

5:2) P. M. Dally for No

PULLMAN PALACE SLED tween RICHMOND and Lyy ready for occupancy at 2 P. M. man sleeper Petersburg to Ro-Trains arrive Richmond fro burg and the West daily 8.20 7.209 P. M. From Norfolk and 10:50 A. M., and Vestibuled Lim R. W. COURTNET.
District Passenger Accept.
W. H. Birkfold.
Jeneral Passenger.
General office, Roanoke, Va. nes

CHESAPEARE TRAINS LEAVE RICHMOND, BY ADSTREET STATION.

5.00 r. al. Daily, with Parlor Ca local stations, Newport Old Point, Nortolk, and 7:45 A. M. Local train, except Su Clifton Forge, Conn Gordonsville for Wa Gordonsville for Washert Virginia Midland J
for Lynchburg, at Ha
Hagerstown, and at Sa
for Winchester.

2.06 P. M. The Cincinnati and St
Limited, daily, with
Car to Gordonsville
Pullman Sleepers Co
viile to Cincinnati an
Louis, Stops only at

6:30 P. M. Local train. except S
Accommodation for Char
ville. TRAINS LEAVE EIGHTH-STREE

STATION.

1:00 A. M. Dalty, with Palace-Car Lynchburg, Lexington, and Clifton Force Connections

Louisville.
6:50 P. M. Dully, from Norfolk and Od.
7:45 P. M. Except Sunday from Canal
TRAINS ARRIVE EIGHTH-STREET
STATION.
8:45 A. M. Except Sunday, from Canal

FREDERICKSBURG ACCOMMODATION.

DAILY EXCEPT SUNDAY.

4:00 P. M., leaves Byrd-Street Station.
Arrives at Fredericksburg at
6:33 P. M.

8:23 A. M., arrives at Byrd-Street Station.
ASHLAND TRAINS.
DAILY EXCEPT SUNDAY.
6:43 A. M., leaves Eiba. Arrives at Ashland at 7:39 A. M.
6:20 P. M., leaves Eiba. Arrives at Ashland at 7:39 A. M.
6:20 P. M., leaves Eiba. Arrives at Ashland at 7:37 P. M.
6:45 A. M., arrives at Eiba. Leaves Ashland at 6:56 A. M.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS. General Sup't.

A TLANTIC COAST LINE.

A TLANTIC COAST LINE.

DEPARTURE OF STEAMERS

VIRGINIA NAVIGATION TO STEAMERS

VIRGINIA NAVI

General Offices: Planters Dank Back PHILADELPHIA, RICH-MOND, AND NORPOLK

STEAMSHIP COMPANY Appointed sailing days: Every DAY and FRIDAY at 1 P. M., and SUNDAY at 5 A. M.
Freight for Tuesdays' and steamers received till sailing his Sunday's steamer till 5 P. M. Sunday's steamer

O LD DOMINION SEMI-WEEKLY LINE FOR NEW YORK.

Steamers leave Richmon Every TUESDAY and FRID Admirest closed with the second seco

Round-trip tickets (limited to their days)
Tickets can be obtained at Ric Transfer Companys, 901 sast Main Chesapeake and Ohio and Richmo Petersburg depots, and at the conflice, Ibil Main street, and wharf.